

Message Text

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ORIGIN PM-07

INFO OCT-01 NEA-10 ISO-00 CIAE-00 H-03 INR-10 L-03 NSAE-00

NSC-07 PA-04 RSC-01 PRS-01 SP-03 SS-20 USIA-15 OMB-01

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NAVY - RADM GROJEAN

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FM SECSTATE WASHDC

TO AMEMBASSY NEW DELHI

INFO SECDEF

CINCPACFLT MAKALAPA HI

COMSEVENTHFLT

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C O N F I D E N T I A L STATE 075401

E.O. 11652: GDS

TAGS: MOPS, IN, US

SUBJECT: SHADOWING OF INDIAN SHIPS

REF: NEW DELHI 4111

1. FOLLOWING INFORMATION HAS BEEN PROVIDED BY DOD FOR YOUR
USE IN RESPONDING AS YOU DEEM APPROPRIATE TO GOI: AS YOU
ARE AWARE, THE SECURITY OF U.S. NAVY UNITS DEPENDS UPON
INFORMATION AS TO THE LOCATION OF ALL FOREIGN SHIPPING IN
THE OPERATING AREA. THIS RECOGNITION-IDENTIFICATION IS
CONDUCTED ROUTINELY BY BOTH SURFACE AND AIR UNITS. FYI.
WHILE CONCERNED PRIMARILY WITH THE LOCATION OF SOVIET NAVAL
UNITS RECOGNITION AND IDENTIFICATION IS MADE OF ALL UNITS
IN AN AREA. END FYI. PROCEDURES OF LONG STANDING ARE
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USED IN THE APPROACH TO AND IDENTIFICATION OF SHIPS

ENCOUNTERED ON THE HIGH SEAS. THESE PROCEDURES ARE DESIGNED TO ALLOW RAPID AND ACCURATE IDENTIFICATION OF SHIPS WITH MINIMUM INTERFERENCE AND DO NOT INVOLVE ANY SHADOWING.

2. THE INCIDENTS REPORTED IN REFTEL HAVE BEEN INVESTIGATED AND THE FOLLOWING AMPLIFYING INFORMATION KEYED TO REFTEL IS PROVIDED:

A. APPROACH BY AIRCRAFT WAS FOR DETERMINATION OF GENERAL CLASSIFICATION AND CHARACTERISTICS OF SHIP. POSITIVE IDENTIFICATION WAS NOT POSSIBLE FROM ALTITUDE AT

WHICH PASSES WERE FLOWN.

B. AIRCRAFT MADE TWO PASSES IN ATTEMPT TO DETERMINE IDENTITY AND NATIONALITY OF VESSEL.

C. AIRCRAFT MADE ONE IDENTIFICATION PASS AT ALTITUDE IN EXCESS OF 1,000 FEET. VESSEL WAS RECOGNIZED AS ONE ENCOUNTERED ON PREVIOUS PATROL BUT NOT YET IDENTIFIED.

D. AIRCRAFT WAS OPERATING IN SUPPORT OF TASK UNIT IN THE AREA. DARSHAK SIGHTED IN VICINITY OF INTENDED MOVEMENT OF USS BAINBRIDGE. INITIAL PASSES BY AIRCRAFT WERE MADE TO DETERMINE THE TYPE OF SHIP AND ITS GENERAL CHARACTERISTICS. BECAUSE OF PROXIMITY OF TASK UNIT, AIRCRAFT MADE THREE ADDITIONAL PASSES IN ATTEMPT TO POSITIVELY IDENTIFY NAME AND NATIONALITY OF VESSEL. THIS HAD NOT BEEN ACCOMPLISHED ON INITIAL PASSES.

E. SCHOFIELD GAINED INITIAL RADAR CONTACT WITH DARSHAK AT 17.5 MILES AND CLOSED FOR VISUAL IDENTIFICATION. ON SIGHTING SIGNAL FLAGS AND DAY SHAPES INDICATING VESSEL WAS ENGAGED IN SUBMARINE OPERATIONS, SCHOFIELD ALTERED COURSE TO PASS NO CLOSER THAN 3,700 YARDS. AFTER PASSING DARSHAK, SCHOFIELD AGAIN ALTERED COURSE AND BEGAN STREAMING TARGET FOR REGULARLY SCHEDULED GUNNERY EXERCISE BY MISPELLON. SCHOFIELD DID NOT DROP MARKER BUOY BUT ONLY STREAMED TARGET WHICH WAS DONE AFTER TURNING AWAY FROM DARSHAK.

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3. U.S. NAVY SURVEILLANCE AND RECONNAISSANCE FLIGHTS ARE CONDUCTED WITHIN STRINGENT CONSTRAINTS ESTABLISHED BY THE FLEET COMMANDERS AND THE PRECEPTS OF GOOD SEAMANSHIP, AND ARE DESIGNED TO MAXIMIZE SAFETY OF AIRCRAFT AND SHIP AS WELL AS TO AVOID APPEARANCE OF HARASSMENT. IN THESE CASES IT APPEARS THAT THE SMALL SIZE OF DARSHAK'S MARKING MADE INITIAL IDENTIFICATION BY FLIGHT CREWS PARTICULARLY

DIFFICULT. WHILE THE AIRCRAFT APPROACHED WITH PRUDENCE
AND CAUTION SO THAT NO PERSON OR PROPERTY COULD HAVE BEEN
ENDANGERED, THE DISTANCES INVOLVED PROBABLY APPEARED
CLOSER THAN THEY ACTUALLY WERE OWING TO THE SIZE OF THE P-3
AIRCRAFT. KISSINGER

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